



# Passage Plan Form

Doc No: FM0482

Version: 7

The following documents are to be attached to this form:

Under Keel Clearance Calculation Form

- Waypoint Form
- Restricted Waters Summary Form

## General Information

Vessel name:	IMO #:	Voyage Number:	Date this plan initially prepared:
Everest Spirit	9281009	096	09-Jan-14

Port From:	Port To:
GIBRALTAR, UK	MONGSTAD, NORWAY

Vessel's load condition	BALLAST	Cargo of	Quantity
Berth:	Bunkering anchorage inner	Berth:	Mongstad Oil Terminal Jetty 1
Draft Restriction:	NIL	Draft Restriction:	23.00
ETD Berth	ETD Pilot Stn	Zone Time:	ETA Pilots: (Date/Time)
10/01/14 1148	10/01/14 1148	GMT -1E	20/01/14 2200 LT
			Zone Time:
			GMT - 1E

Distance Berth to Berth (NM):	2071.8 nm
Berth To Pilot (NM):	Pilot To Pilot (NM):
.1 Nm	2,053.9 Nm
	Pilot To Berth (NM):
	17.8 Nm

Steaming Times (Pilot To Pilot)					
@	12.0	Knots	7.13	Days	ETA (LT): 17/01/14 15.30
@	12.5	Knots	6.85	Days	ETA (LT): 17/01/14 08.20
@	13.0	Knots	6.58	Days	ETA (LT): 17/01/14 02.00

Bunkers	Fuel Oil	Diesel Oil
Vessels on repeated short voyages (e.g. shuttle tankers, STS vessels) working with a separate bunker management plan need not complete this section.		
Bunkers Required For Voyage:	300 MT	0.5 MT
Bunkers Rob On Departure:	2519.2 MT	147.5 MT

DEPARTURE PORT				ARRIVAL PORT			
Draft:				Draft:			
Fwd	5.60	Mtrs		Fwd	5.80	Mtrs	
Aft	8.70	Mtrs		Aft	8.50	Mtrs	
Mid	7.10	Mtrs		Mid	7.10	Mtrs	
Airdraft	40.9	Mtrs		Airdraft	41.46	Mtrs	
Max draft	8.70	Mtrs		Max draft	8.50	Mtrs	
Est Squat	0.13	Mtrs		Est Squat	0.13	Mtrs	
Density	1.025			Density	1.025		
Min UKC	51.17	Mtrs		Min UKC	144.37	Mtrs	
Min Fairway Depth	60.00	Mtrs		Min Fairway Depth	153.00	Mtrs	
Actual Air Draft	40.9	Mtrs		Actual Air Draft	40.61	Mtrs	
Tides	Time (LT)	Height		Time (LT)	Height		
H	As per				As per		
L	attached				attached		
H	Tidal				Tidal		
L	Sheet				Sheet		
Load Line Zone:	Summer			Load Line Zone:	Winter		

<b>Sunrise Time</b> 08:34	<b>Sunrise Time</b> 09:28	
<b>Sunset Time</b> 18:26	<b>Sunset Time</b> 16:20	
<b>Pilot Disembarkation Position:</b> Departure anchorage without Pilot.	<b>Pilot Embarkation Position:</b> In the vicinity of Holmengra Lighthouse.	
<b>Initial Course from Pilot station:</b> 170	<b>Final Course to Pilot station:</b> 034	
<b>Pilot Station / boat:</b> VHF 16; 12	<b>Pilot Station / boat:</b> VHF 13	
<b>Terminal</b> VHF Port: 16 / 12	<b>Terminal</b> VHF 16/11/12	
<b>VTs:</b> VHF 12; 16	<b>VTs:</b> VHF 16/80	
<b>Local coastguard:</b> VHF 16; Agent Chan. 71	<b>Local coastguard:</b> VHF 16	
<b>Other:</b>	<b>Other:</b> Rogaland Radio VH CH 16/22/60 on entering Baseline	
<b>Reporting points:</b>  All vessel in Gibraltar Bay should maintain listening watch on VHF Chan. 12. On entering the harbour, vsl should shift to their respective working chan.06 Gibraltar VTS offers the ff services; 1- Traffic Organizational Services. 2- Information Services.	<b>1st Pilot Notification:</b> At least 24 hrs beore arrival via Safe <b>Reporting points:</b> Sea Net	
<b>Security level and notes:</b> Marsec Level 1	<b>Security level and notes:</b> Marsec Level 1	
<b>Approach notes: (attach separately if necessary)</b> Vessels bound for Gibraltar should report to Gibraltar VTS on VHF Ch. 12, 2 hr prior arrival. Next report 5nm from Europa Point	<b>Approach notes: (attach separately if necessary)</b> Two approach channels,one North of Holmengra and then entered through ensfjorden the other south of Fedje,with deep water up to 38meters that give good access to Mongstad.An approach channel extends from a position 2.5nm WNW of Holmengra,passing N of Grimeskjaer,then ESE through Fjensfjord to the jetties..The channel is 0.5 nm wide W of Grimeskjaer and 0.35 nm wide E of that rock.Pilot will embark in the vicinity of Holmengra Lighthouse .Then pilot will proceed using the recommended inbound lane going to oil berth.Ample depth along the passage .Monitor echo sounder reading and plot position by all available means.Keep the vessel along the limit of safe water route.Vessel entering oil berth must comply with traffic center reporting when passing reporting area.	
<b>When vessel is 5nm from Europa Pt.a listening wartch on VHF 12 and 16 must be maintained. When vessel crossed 3nm territorial limit, report to Gibraltar VTS on VHF 12.</b>		
<b>Bridge Manning/ ER Status:</b> WC3, Manned	<b>Bridge Manning/ ER Status:</b> WC3, Manned	
<b>Anchorage area:</b> Western Anchorage Area	<b>Anchorage area:</b> Anchorage for Mongstad is available in Fonneflaket,W of Havarden.It is advisable to drift west of Holmengra Lighthouse.	
<b>Emergency anchorage area:</b> As Marked on charts.	<b>Emergency anchorage area:</b> As Marked on charts.	
<b>Remarks and Restrictions (eg. Limiting Air Draft):</b> *Attach additional pages if required		
Pilotage is compulsory on arrival, for berthing, unberthing and shifting anchorage. Vessel can anchor at the bay in depths of up to 90meters.	Due to deepwater on the area ,vessel waiting for pilot must drift west of Holmengra lighthouse and wiat for further instructions.Mooring wires are to be used for mooring operation must have a ropes talis attached.Mooring boat will pick-up the spring lines for mooring.The wind limit alongside is 23.3 knots.There should be no mixed of mooring to the same mooring point.In addition for the recommended mooring of minimum 10 mooring lines for vessel of more than 50,000DWT.2 extra lines must be available forward and aft.Fire wires to be rigged as per terminal regulations or just above the water ready fro emergency	
<b>Other Information (berth to berth)</b>		
<b>Charts in use:</b>		
<b>DEPARTURE</b>	<b>SEA PASSAGE</b>	<b>ARRIVAL</b>
144,1448	142,91,87,1104,2643,2647,442,2454,2450,2451,1892,323,1630,1631,1632,266,267,272,27	3504

**Publications in use:**

DEPARTURE	SEA PASSAGE	ARRIVAL
NP45, NP 100, NP 136, COLREGS, INTERNATIONAL CODE OF SIGNALS, ALRS 6(3), NP 283(1), ALRS 282, ALRS NP281 (1) , NP284, ALRS NP285, Chart Catalogue, Notices to Mariners, Digital Tide Tables, Digital ALRS, Digital ALLFS, Guide to tanker ports	ALRS Vol.6(1) Total Tides, Sailing directions NP 28, Mariners Handbook, Ship's Routing Guide, Ocean Passage of the World	ALRS Vol.6(2), Admiralty List of Light, Total tides, Sailing direction NP-57A, Fairplay World Port Guide and Terminal. Ship's routing Guide. DMA LL 115

All voyage charts and publications have been corrected up to NTM Week No:

BA:	04/14	US:	N/A
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**Additional general comments and notes for the voyage:**  
(refer to attached Waypoint and Restricted Waters Summary)

**Weather/Tides/Currents/Routing:**

**GIBRALTAR Weather:** Prevailing winds- Winter SW'ly, In summer E'ly. With winds from between Ne & SE the harbour adjoining parts of the bay are affected by severe squalls and eddies. The turbulence extends for at least 2nm to leeward of rock. During a Levante of gale force the squalls are particularly violent and unpredictable within the harbour and up to a outside it. The extend of the turbulent area is usually shown by the squall lines of the water.

**MONGSTAD Weather:**

Weather are changing variably. Winds are coming from northwesterly to westerly direction. Occasional showers may be encounter on the passage. Fog may occasionally restrict the passage on the coastal region between friesland junction outbound. Strong currents are predominant on the while in transit on the approach of Rotterdam deep water. Monitor by all available means. Weather at Monstad is generally warm to clod as affected by wind directions and local weather. Prevailing winds of notherlt direction on sea passage and tends to move in direction of southwesterly when approaching Mongstad coastal waters.. Vessel to call Fedje VTS and Rogaland Radio when passing NTW and Base limit on the of Mongstad roads. Due to deepwater on the area, vessel waiting for instuctions and pilot boarding must drift offshore or of Holmengra Lighthouse until confirmation of pilot boarding . Monitor and always listen on VHF CH. 16/13/80 for further instructions. Normally Pilot will board vesssel via Helicopter or otherwise advised.

**During Passage following reports to be done:** Portugal coast - Rocca Control CH22 , Spain Coast -Finisterre Traffic CH France Atlantic/Corsen - Ouessant Traffic CH 13 , France English Channel -Jobourg Traffic CH 13 , Dover Strait - Gris Nez Traffic CH 13, Norvegian TerrWater - Rogaland Radion on VHF 16 when passing NTW.

**Hazards/Emergency Procedures/Contingency Plan:**

As Per Docmap procedures: PL0018, PT0071, SP0412  
Anchorages as marked on the chart or as per instructions from port authorities.  
In TSS: Extreme caution when navigating throuhout passage due to possible dense traffic in any directions.  
Be aware of Tides and Currents especialy when vessel are close to coastal areas or in shallow waters especialy in the  
Extreme caution when leaving the Bay and Gibraltar Pilot Station due to possible dense traffic in the area.

**Reporting areas ( AMVER, AUSREP, USCG Notification, ECAREG, etc.):**

GIBREP, COPREP, FINISTERRE, OUESSREP, MANCHEREP, CALDOVREP, NTW Notification

**Master's Instructions (When to Call/Caution/Special Instructions) :** Also see any prepared Restricted Water Summary

Masters Standing Orders . Passage Plan is subject to change at Master's discretion.
Call Master : Restricted Visibility - 5nm or less.
Difficulty in maintaining Course
Any malfunction of Equipment
Uncharted rig/feature is encountered
Heavy weather
Heavy concentration of Fishing Boats
Any traffic causing concern
If in any kind of doubt

Position Fixing Schedule		
Vessel's location	Position fixing method to use	Frequency of fix
Coastal and inland waterways	Radar and visual positions as available supplemented by GPS	As required to prevent vessel running into danger, not exceeding 30 minute intervals
Restricted passages		
Open sea	Celestial as available + GPS	Plot and log ships position every hour

Restricted Water Transits (Details are available separately)				
Nos	Location	ETA ( LT )	Waypoints From - To	Remarks
1	Departure Gibraltar to Gib TSS	10/01/14 1200 LT	WP 01 to WP 05	
2	Doveg Strait	17/01/14 1630 LT	WP 14 to WP 13	
3				
4				
5				
6				
7				
8				
9				
10				

Marine Environmental Protection Measures (Impacting MARPOL Annex I, IV, V or VI, PSSA, Ballast water, etc)	
SECA area. 5W ,changing over from HSFO to LSFO	
Special area MARPOL Requirements	
Ballast exchange for Norway arrival.	

Note: Closely monitor execution of the passage plan and amend it if any way points are changed (e.g. vessel proceeding to anchorage instead of picking up pilot) and make appropriate deck log book entries. Vessel's position must be verified regularly.

	Rank	Name	Signature
Navigating Officer:	2/O	S.Gavrish	
Bridge Watch Officer:	3/O	A.Handa	
Bridge Watch Officer:			
Bridge Watch Officer:			
Chief Officer:		Viktor Kuznetsov	
Master:		Capt. Shivendra S. Chaudhary	

Refer to the following documents for further information:

- Passage Planning (SP0237)
- Bridge Management (SP0412)

File this Form in Navigation Officer Binder #3 and retain for 3 years

Note: This form has macros and may be blocked by some email systems. If attaching to an email, convert to PDF before sending.



# Waypoint Check List

Courses and distances are indicative. Refer to the chart for more information.

Vessel: Everest Spirit

Voyage No: 095

Prepare this form berth-to-berth. Attach to Passage Plan Form

Date: 09-Jan-14

Port from Port to: GIBRALTAR, UK

MONGSTAD, NORWAY

Note: Closely monitor execution of the passage plan and amend it if any way points are changed (e.g. vessel proceeding to anchorage instead of picking up pilot) and make appropriate deck log book entries. Vessel's position must be verified regularly. \*\*Include Min UKC if depth is less than 50 mtrs. Watches must be set as per Teekay Bridge Watch conditions.

WP	Lat	Long	Location Reference	Charts	Voyage Status	**Min. UKC (mtrs)	Primary Posn Fix by	Position Fix Interval (Min)	Is Parallel Index on Chart? (Y/N/A)	Course	Distance	Distance to go	Remarks
0	N 36° 07.8'	W 005° 23.0'	Bunkering Area	144	Departure						0.0 nm	2071.8 nm	Hand steering. 2 steering motors ON. Echo sounder ON. WC-3
1	N 36° 07.8'	W 005° 23.0'	Bunkering Area	144	Departure	>50	Vis/Radar	3-5min	Yes	169.9°	4.4 nm	2071.8 nm	Hand steering. 2 steering motors ON. Echo sounder ON. WC-3
2	N 36° 03.5'	W 005° 22.0'	P. Camero	1448	Restricted Transit	>50	Vis/Radar	5-10min	Yes	216.7°	4.1 nm	2067.4 nm	Hand steering. 2 steering motors ON. Echo sounder ON. WC-3
3	N 36° 00.2'	W 005° 25.0'	Gib TSS	142	Restricted Transit	>50	Vis/Radar	10-15min	Yes	251.8°	9.6 nm	2063.3 nm	Hand steering. 2 steering motors ON. Echo sounder ON. WC-1/3
4	N 35° 57.2'	W 005° 36.3'	Tarifa	142	Restricted Transit	>50	Vis/Radar	10-15min	Yes	270.9°	43.5 nm	2053.7 nm	2 steering motors ON. Echo sounder ON. WC-1/3
5	N 35° 57.9'	W 006° 30.0'	Exit TSS	91	At Sea	>50	GPS	1hr	N/A	250.8°	103.2 nm	2010.2 nm	WC-1/2
6	N 35° 24.0'	W 008° 30.0'	Drifting Point arrival	91	At Sea	>50	GPS	1hr	N/A	090.0°	21.2 nm	1907.0 nm	WC-1/2
7	N 35° 24.0'	W 008° 04.0'	Drifting Point departure	91	At Sea	>50	GPS	1hr	N/A	305.1°	114.8 nm	1885.8 nm	WC-1
8	N 36° 30.0'	W 010° 00.0'	Off Cabo de Vicente	87	At Sea	>50	GPS	1hr	N/A	342.8°	94.2 nm	1771.1 nm	WC-1
9	N 38° 00.0'	W 010° 35.0'	Off Cabo Da Roca	87	At Sea	>50	GPS	1hr	N/A	360.0°	360.0 nm	1676.8 nm	WC-1
10	N 44° 00.0'	W 010° 35.0'	Off Finisterre	87	At Sea	>50	GPS	1hr	N/A	035.6°	353.0 nm	1316.8 nm	WC-1
11	N 48° 47.0'	W 005° 37.0'	Oushant TSS	2647	At Sea	>50	GPS	30min	N/A	059.8°	28.1 nm	963.8 nm	WC-1/2. Echo Sounder ON
12	N 49° 01.2'	W 005° 00.0'	SECA ZONE 5W	2647	At Sea	>50	GPS	30min	N/A	059.6°	90.5 nm	935.7 nm	WC-1/2. Echo Sounder ON
13	N 49° 47.0'	W 003° 00.0'	Casquets TSS	2454	At Sea	>50	GPS	20-30min	Yes	074.3°	159.1 nm	845.1 nm	WC-1/2. Echo Sounder ON
14	N 50° 30.0'	E 000° 59.0'	Dover TSS enter	2451	Restricted Transit	20.0	Vis/Radar	15-20min	Yes	048.3°	19.5 nm	686.0 nm	WC-1/3. Echo Sounder ON
15	N 50° 43.0'	E 001° 22.0'	Dover TSS	1892	Restricted Transit	15.0	Vis/Radar	15-20min	Yes	012.4°	14.1 nm	666.5 nm	WC-1/3. Echo Sounder ON
16	N 50° 56.8'	E 001° 26.8'	Griz-Nes	323	Restricted Transit	32.0	Vis/Radar	15-20min	Yes	042.6°	11.8 nm	652.4 nm	WC-1/3. Echo Sounder ON
17	N 51° 05.5'	E 001° 39.5'	Dunkerque Buoy	323	Restricted Transit	16.0	Vis/Radar	15-20min	Yes	035.4°	5.5 nm	640.6 nm	WC-1/3. Echo Sounder ON
18	N 51° 10.0'	E 001° 44.6'	Sandettie Buoy	323	Restricted Transit	22.0	Vis/Radar	15-20min	Yes	041.0°	50.1 nm	635.0 nm	WC-1/3. Echo Sounder ON
19	N 51° 47.8'	E 002° 37.4'	North Hinder TSS exit	1630	Restricted Transit	19.0	Vis/Radar	15-20min	Yes	006.1°	32.4 nm	584.9 nm	WC-1/3. Echo Sounder ON
20	N 52° 20.0'	E 002° 43.0'	DW DR1 Route	1631	At Sea	21.0	Vis/Radar	15-20min	Yes	360.0°	44.0 nm	552.5 nm	WC-1/2. Echo Sounder ON
21	N 53° 04.0'	E 002° 43.0'	DW DR1 Route	1631	At Sea	22.0	Vis/Radar	15-20min	Yes	015.4°	10.2 nm	508.5 nm	WC-1/2. Echo Sounder ON
22	N 53° 13.8'	E 002° 47.5'	Botney TSS	1632	At Sea	18.0	Vis/Radar	15-20min	Yes	024.7°	17.8 nm	498.4 nm	WC-1/2. Echo Sounder ON
23	N 53° 30.0'	E 003° 00.0'	Botney TSS	1632	At Sea	21.0	Vis/Radar	15-20min	Yes	028.4°	12.5 nm	480.5 nm	WC-1/2. Echo Sounder ON
24	N 53° 41.0'	E 003° 10.0'	Botney TSS	1632	At Sea	28.0	Vis/Radar	15-20min	Yes	038.5°	16.6 nm	468.1 nm	WC-1/2. Echo Sounder ON
25	N 53° 54.0'	E 003° 27.5'	Botney TSS	1632	At Sea	30.0	Vis/Radar	15-20min	Yes	078.1°	13.5 nm	451.4 nm	WC-1/2. Echo Sounder ON
26	N 53° 56.8'	E 003° 50.0'	Exit Botney TSS	1632	At Sea	33.0	Vis/Radar	15-20min	Yes	340.6°	35.2 nm	437.9 nm	WC-1/2. Echo Sounder ON
27	N 54° 30.0'	E 003° 30.0'	North sea	266	At Sea	28.0	GPS	20-30min	Yes	360.0°	70.0 nm	402.7 nm	WC-1/2. Echo Sounder ON
28	N 55° 40.0'	E 003° 30.0'	North sea	267	At Sea	10.0	GPS	20-30min	N/A	006.8°	186.3 nm	332.7 nm	WC-1/2. Echo Sounder ON
29	N 58° 45.0'	E 004° 11.0'	TSS Utsira	281	At Sea	>50	GPS	20-30min	N/A	360.0°	115.0 nm	146.4 nm	WC-1/2.

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## Waypoint Check List

Courses and distances are indicative. Refer to the chart for more information.

WP	Lat	Long	Location Reference	Charts	Voyage Status	**Min. UKC (mtrs)	Primary Posn Fix by	Position Fix Interval (Min)	Is Parallel Index on Chart? (Y/NA)	Course	Distance	Distance to go	Remarks
30	N 60° 40.0'	E 004° 11.0'	Fedje	288	At Sea	>50	GPS	20-30min	N/A	033.7°	13.2 nm	31.4 nm	WC-1/2.
31	N 60° 51.0'	E 004° 26.0'	Mongstad Piot Station	288	At Sea	>50	Vis/Radar	20-30min	N/A	086.1°	8.8 nm	18.2 nm	Hand steering. 2 steering motors ON. WC-3
32	N 60° 51.6'	E 004° 44.0'	Grimeskjeret Island	3504	Restricted Transit	>50	Vis/Radar	5-10min	Yes	100.8°	3.7 nm	9.4 nm	Hand steering. 2 steering motors ON. WC-3
33	N 60° 50.9'	E 004° 51.5'	Hillesoyna Islet	3504	Restricted Transit	>50	Vis/Radar	5-10min	Yes	095.9°	2.9 nm	5.6 nm	Hand steering. 2 steering motors ON. WC-3
34	N 60° 50.6'	E 004° 57.5'	Vikingneset Point	3504	Restricted Transit	>50	Vis/Radar	5-10min	Yes	112.3°	1.6 nm	2.7 nm	Hand steering. 2 steering motors ON. WC-3
35	N 60° 50.0'	E 005° 00.5'	Klubben Point	3504	Restricted Transit	>50	Vis/Radar	5-10min	Yes	136.6°	1.1 nm	1.1 nm	Hand steering. 2 steering motors ON. WC-3
36	N 60° 49.2'	E 005° 02.1'	Mongstad oil Berth	3504	Arrival	>50	Vis/Radar	3-5min				0.0 nm	Vsl Alongside
37													
38													
39													
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